

MAN-MADE CHANGES IN TERRAIN FEATURES IN GERMANY

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7/8. CHANGES IN THE INDUSTRIAL ECONOMY AND IN THE POPULATION
DISTRIBUTION OF LARGE CITIES

Only a few characteristic changes in the field of municipal and industrial reconstruction can be mentioned in this first report. A systematic synopsis of the reconstruction of all large cities must be postponed to a time when enough material is available.

I. SEAPORTS

Among the German cities the seaports have suffered especially, since they were not only hit by wartime destruction, but also suffered greatly because their basic structure was undermined by their exclusion from international trade.

The Free Hanseatic City of Bremen

Besides the destruction of the town and its port installations, Bremen also lost armament industries, which offered much employment, such as the active aircraft industry and the Weser Inc., shipyard. The Norddeutsche Huette (North German Metallurgical Plant), too, has been dismantled to a large extent. For Bremen this resulted in the urgent necessity of establishing new industries and of finding new quarters for bombed-out industries. One opportunity for this was presented by the utilization of the former establishments of the armed forces in the districts of Bremen-Muckelriede and Bremen-Hastedt. About 100 small and medium-size industrial plants were established there according to uniform construction plan. New for Bremen is also a spinning machine factory with about 1000 workers.

The reconstruction of Bremen's seaports shows good progress. Many new warehouses and 144 quay cranes are again available. As to floating

equipment, the following cranes are available: two of 10 tons, ^{one of 11.5 tons} one of 60 tons, and one of 250 tons capacity. Facilities for transferring grain from ship to ship have an average capacity of 800 tons per hour (six units). The Europaport is completely cleared of rubble. Numerous warehouses are reopened again. The lumber and factory port, and the industrial and commercial ports have been reconstructed either permanently or for temporary use. Public facilities for transshipment of bulk commodities, consisting of eight bridges, are ready for use. The oil port has been widened by 15 meters and has been dredged. The Vegesack and the Hemeling-Weser ports are also ready for utilization. Near the Columbus quay in Bremerhaven, facilities for passengers have been constructed and are designed to take the place of the Columbus quay, which was partly destroyed and partly taken over by the occupation forces. Thus Bremerhaven would be able to handle the expected passenger traffic with North America. A loading installation for scrap-metal with three cranes has been put into operation. New sales-rooms and warehouses have been added to the fishing port.

Niedersachsen

Wilhelmshaven, too, had to start all over again after the end of the war. This town was completely dependent on the Navy and the shipyards. Although Wilhelmshaven had been spared the fate of being cut off from the sea by the planned erection of a dike between Kuestersiel and Mariensiel and the opening of the locks, it had to find a completely new foundation for its existence. The town did this with extraordinary skill. Because of its remote position, - about 350 kilometers from the Ruhr area - only an industry ^h were wages constituted a major factor was to be considered. The following firms settled in Wilhelmshaven: the Orbis Factory for office machines, as successor to the Olympia plant in Erfurt, with 2200 workers and exporting 75 percent of its production; the Ardelt plant of Eberswalde (manufacturers of crane

installations); the Electrolux Vacuum Cleaner Factory; and the Achilles Bicycle Factory, well-known in Sudetenland. A vehicle construction company from northwest Germany with an output of 30 bus chassis and 15 bus trailers per month was newly founded, as well as a great number of metallurgical and precision industries. Among them is a small dockyard, several spinning machine factories and cereal factories. New for the town is the establishment of a growing textile and clothing industry (three large and 60 small factories, 46 of them originally from Lodz; eight of these firms already employ a total of more than 1000 workers). Today, 17.5 percent of all clothing made in Niedersachsen is manufactured in Wilhelmshaven. The town has the ambition to become a center of the spinning and clothing industry. Up to now, 8000 people have been able to find work in these new industries, and more than 100 factories have been founded. A further increase is absolutely necessary because of the high level of unemployment (20,000 at the end of 1949) with a population of 100,000).

Hanseatic City of Hamburg

Among the reconstruction work of the city of Hamburg, the reconstruction of the refinery of the German Shell-AG must be mentioned first. Ninety percent of this installation had been destroyed. The restored refinery can process 440,000 tons of crude oil and employs 900 laborers and 100 office workers. A pipe-line 150 kilometers long had to be built, 10 kilometers of road had to be constructed, and 200 tanks with a capacity of 155,000 cubic meters have been erected for the storage of crude oil and the end products. In order to enlarge the urban area, the port of the Ohmoor near Niendorf, which belongs to the district of Hamburg, is being cultivated. This moor was originally 450 hectares in size. The moor area northwest of the town had been turned into a waste land by uncontrolled cutting of

neat after both world wars. By drainage, ⁶re~~st~~-~~putting~~, and building a road network it is now intended to turn this area into a suburban housing and gardening area. Cultivation is carried out according to the system for cultivating moorland. For possible dry periods 11 small storage installations have been built, and six wells have been sunk to maintain the water table.

Schleswig-Holstein

In Kiel, which was formerly almost completely dominated by the armament and shipbuilding industries, very thorough changes have been made, e.g., in converting to the manufacture of precision instruments. The following enterprises should be mentioned: the Elac (electro-acoustical) works producing radio and telephone equipment, the Zeiss-Ikon works producing sound film equipment, and the H&G producing diesel engines (the latter has about 1800 workers). Among the shipyards only the Howald shipyard is in operation. The seafood market in Kiel has been newly built up and attached to it are several seafood canning factories and firms producing fishing equipment.

Mecklenburg

The ports on the Baltic Sea, Stralsund and Rostock, are controlled by the German-Russian Transportation Company (Derutra). By increasing the number of cranes, the capacity of the docks has been greatly raised. In Warnemuende-Rostock, a large repair yard with 1500 workers has been established (March 1949). A 15,000-ton repair dock is in operation. Two more docks of the same size are under construction. The depth of the water has been increased by dredging from 7 to 12 meters, so that 6,000-ton ships can now enter the port. Formerly, only 2,000-ton vessels could pass. From the ports of Wismer and Stralsund a continuous expansion of the shipyards and the docks is reported, and the port of Sassnitz on Ruegen has also been deepened to 12 meters. Finally, efforts to deepen the Ryck, the approach to the port of Greifswald, and the

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ports of Wolgast and Anklam should be reported. A dry dock has also been built there. The railway net in the coastal region, which was partly dismantled, is being reconstructed. Delivery of inexpensive electric power from Sweden, by using a 100,000-volt base near Stralsund and a transformer plant in Rugen, is about to start.

Polish Occupied Areas

The Vulkan Shipyard is in operation again.

II. INLAND INDUSTRIES

Schleswig-Holstein

In Schleswig-Holstein, numerous new industries have been founded, especially in former armed forces installations and in armament plants. These new industries, which settled in Schleswig-Holstein after the war, reached in 1949 a production valued at 104 million Dr. This is almost 10 percent of the total value of production in Schleswig-Holstein, production of foodstuffs excepted. Forty percent of this additional production is contributed by the cigarette industry. The electrical industry contributes 14.4 million Deutsche marks and the manufacture of machines 14 million Deutsche marks. A total of 8500 workers are employed in these new industries.

The most important industries are listed as follows:

Cigarette Industry

In Kiel, the firm Germadi (now taken over by Muratti) and the firm Hans Guetter, in ^LKensahn the firm Greiling, in Ahrensburg the Anglo-German Tobacco Company, in Wiendorf the firm Derwisch; in Eckernförde a new firm has been founded which manufactures smoking tobacco.

Glass Industry

See section III.

Textile Industry

To the former centers (especially Neumuenster) some new ones have been added. The clothing and underwear factories have been founded

primarily by garment firms formerly located in Stettin and Berlin. In Kiel-Eichhof and in Luebeck and Trappenkamp, production of artificial flowers has been started (export to South America). Kappeln on the Schlei has become a new center of industry, where ladies' coats are being manufactured (the largest business firm of this kind in Western Germany, 800 employees). There is also another smaller business of the same kind in the town, with 120 workers. These two textile manufacturers were followed by a sewing-machine factory. A Perlon-hose factory has been established in Wedel (Holstein) with 250 workers (the only such establishment in Northern Germany). A former Prague firm became the Luebeck Cotton Spinning Mill, employing about 200 workers in Luebeck-Schlutup.

Miscellaneous Industries

In Flensburg, businesses engaging in graphics and in the manufacture of fixtures were founded. Furthermore, production of electro-optical instruments was started and a clothing factory was established. Also worth mentioning are the new showrooms of the Flensburg Fair. The former Navy School in Flensburg-Muerwik has been converted into a cultural center (Pedagogic Academy, School of Sports, Medau School). Manufacture of hats has been started in Schleswig, and an enamel factory has also been set up. A distillery using starch and potatoes is under construction. With a yearly capacity of 1.5 million liters it has the largest allocation ever given to a distillery in western Germany. The manufacture of machines has developed in Luebeck-Schlutup. Newly founded are the Pektin-works in Grossenbrode, (Kreis Oldenburg, Harz region). In Eutin, a clothing factory with 60 employees must be mentioned. One mattress factory, one furniture company, and three textile establishments have been newly established in Mölln. Hat manufacturing and production of Dutch tile stoves in Geesthacht must be mentioned. The Wumag machine-building plant (Diesel manufacture),

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originally from Gorlitz, has also settled here. In the Lockstedt camp near Hamburg, various chemical and mechanical as well as pottery establishments have been set up. A storm lantern factory here employs 150 people. The OPA shoe factory has been newly established in Garstedt near Hamburg. In Wahlenstedt (Kreis Segeberg) enterprises have been established which produce buttons, pharmaceuticals, cotton wool, tools, and textile machinery; also two building material firms have been founded. In Neumunster the machine-tool industry has developed. In Lunning the firm Asbestchemie (manufacturers of roofing shingles) came into being, which has its markets in southern Germany. Two small textile mills, two apparatus manufacturers, one watch factory, and one wood processing factory have been established in Husum.

Niedersachsen

In April 1949, the first of three furnaces which had been spared from dismantling was put into operation in Salzgitter. A coke battery with 55 ovens supplies the furnaces. The second furnace was ready in May, while the third one must be replaced by a new one. Each of them has a monthly output of 10,000 tons of pig iron with a coke consumption of 12,500 tons; ^{etc} the requirements amount to 30,000 tons. Coke is provided by the Recklinghausen Mine. The pig iron is shipped to the Ruhrgebiet ^{for further processing} since the Salzgitter steel mill installations are being dismantled. The ore mines near Salzgitter have a capacity of 6 million tons per year, but are utilized only to the extent of 30 percent of capacity at present. Part of the mined ore is delivered in the form of sintered or wet concentrate of west German metallurgical plants. 320,000 cubic meters of coke oven gas are made available to the public gas supply. The power station, with 6 generators, delivers 90 million kilowatt-hours per month for public consumption. With all three furnaces in operation 16,000 workers will be employed, mining and branch plants included. But the dismantling of the remaining

parts of the steel mill (furnaces, coke ovens etc.) is progressing ruthlessly. Therefore, the problem of unemployment is still fully insoluble here.

The historical training area for the Bueckeburg infantry units, near Bueckeburg, has now been released as building land. Here the town of Esen will erect a first section of 40 houses.

Nordrhein-Westfalen

In Gelsenkirchen an extensive expansion of the clothing industry has been taking place since 1946. More than 40 firms in this industry have settled in Gelsenkirchen and employ about 4,000 employees, mostly women. The firms were located originally in Breslau, Dresden, Berlin, and eastern Westfalen.

In the area of the former Espelkamp munitions factory (Kreis Luebbecke, Westfalen), a community for refugees is being set up in connection with the founding of ~~9~~ new industrial enterprises. Land Nordrhein-Westfalen, in cooperation with the Protestant Assistance Organization [Evangelisches Hilfswerk], is sponsoring this plan.

Hessen

Since 1945, 250 new industrial enterprises have been established in northern Hesse, and the number of establishments there has increased by 17 percent since 1945. The introduction of new industries was imperative since a great number of former armament industries, such as Junkers, Fieseler, Henckel, DAG, Lufttruna, etc. which employed a total of 42,000 people during the war had disappeared. To be sure, most of the workers were aliens. Today, the number of working people in this area of former armament industry is 10,000. The settlement is carried out according to an industry plan laid down for northern Hesse. The industrial sites extend along the railway lines Kassel - Rotenburg - Hersfeld, Kassel - Arolsen - Frankenberg, Kassel - Fritzlar, and Kassel - Eschwege. The most important centers are the area of the Fieseler and Junkers works in Kassel (electrical industry), the airport in Eschwege

(pharmaceutical industry with about 500 employees; manufacturing of motors and machinery, weaving mills), Frankenberg (textile and ~~lumber~~ ^{lumber} industry), ~~Frankenberg (textile and glass industry)~~, ~~Altenort (textile and glass industry)~~, with 600 workers), and many other small towns such as Steinau, (Kreis Schluchtern), with textile industry, Hess. Lichtenau, and Kirchhain. Because of the transfer of large business enterprises to public control which is provided in the constitution of Hessen, the establishment of large enterprises is difficult. For this reason the negotiations on the projected move of the Auto-Union and Siemens to this area have failed. But the settlement of large enterprises would probably be inadvisable, because immigration of workers would assume to large proportions and would call for basic changes in the agrarian structure of the country.

Wuerttemberg-Baden

The industrial area of southern Germany is being further intensified. In Backnang, a large hosiery mill has been established with modern automatic knitting machines. These were exported from Sachsen to the United States in 1937 and are now being returned here. The mill has a monthly capacity of 7,000 dozen pairs of stockings, produced in three shifts. A branch is being established in Unterrot (Kreis Backnang) in order to use the labor reserve of the under-industrialized Kochertal valley. A rather large weaving mill is now operating in Bietingen (Kreis Kuenzelsau), the first such enterprise in the Jagsttal valley. This will provide work for a large number of workers, mainly women.

Of particular interest within the framework of the Stuttgart settlement program is the construction of 200 apartments and workshops for a group of refugees from the Buchenland.

The little town of Wertheim on the main is being enlarged as a result of construction of a new part of the town on the former airport, where 2,000 Germans from Hungary had been settled under most primitive conditions. A linens factory, originally from Selb, with 200 women workers, and a large dye factory are settled here now. A weaving

factory is being established in former garage buildings where about 600 persons can be employed. The Josephine Glass works originally from Seiberthausen, is settled here. Two glass-processing factories from Thuringen producing special thermometers, a chemical establishment for the food-stuff industry, a metal mesh factory, a foundry, a machine-tool factory, and two textile firms, as well as the usual trades such as fitters, butchers, bakers, etc. are also settled here. Cultural establishments (two churches, movie theater, school, nursery school, hospital, post office) are already completed. This new settlement is called Reinhardshof. A new railway station, Wertheim-Glashütte, has also been constructed.

The removal of the Siemens works from Berlin has been to the benefit not only of Erlangen (see below) but especially of Karlsruhe, because of the establishment of various factories there. In 1947 the Werner plant for radio equipment was established there, and now the Werner plant for measuring equipment has been added. Both together employ about 2,000 workers. By filling in an area in Karlsruhe²⁵ with about 1 million cubic meters of rubble, a new building area of 1.2 million square meters has been created in former swamp area below the flood level of the Rhine river. In view of its favorable location near the Rhine harbor basin, this area is well suited for industrial plants.

Württemberg-Hohenzollern

Friedrichshafen, on Lake Constance, which suffered heavy war damages, faces the same problems as the seaports. A number of small industrial plants have settled in the area of the Dornier works and the Zeppelin yard, among them a plant manufacturing photo apparatuses. The Maybach Motor Plant is producing electric motors for rail motor cars. However, the production capacity of this plant is not yet being fully utilized. A rather large spinning mill is under construction on the site of the Maybach Motor Plant. The cog-wheel factory in Friedrichshafen has again become the largest gear factory in Germany. The repair shop of the

Bundesbahn railroad is now a special plant for the construction of rail motor cars.

Bavaria

Erlangen has become an important center of the electrical industry in Bavaria as a result of the move of the Siemens works to western Germany. The first part of the large administration building for the Siemens works has been completed there.

Various large industrial settlements have been established in Bavaria since 1945 (mostly enterprises of refugees) and dwelling settlements have sprung up on sites where army installations, (airports, ammunition plants, armament factories, etc.) used to be. These settlements in many cases have grown into regular villages. The most important settlements with dense industrial population are located in Waldkraiburg (formerly Kraiburg-Aschau) near Moehldorf, (plastics industry, such as the Elaston Works with 800 workers, a foundry, a pump factory, a rubber factory, 16 glass and 2 metal-processing factories, 5 chemical works, 3 wood-processing plants, and the Rudolfshuette glass-factory for Sablonz glass products). There is also a temporary church, a school, a hospital, a nursery school, a movie theater, a cemetery, a post office and a community administration building in the new community independent numbering 2,250 inhabitants. Gartenberg-Geiersried near Wolfertshausen (with the Pfuhrerwald workers' settlement) has more than 2,000 inhabitants and will become an independent community soon (administration building, playground, church and shopping center are newly built; it has 43 industrial firms, among them 5 chemical, 7 metal, 3 wood-processing and 4 food-stuff firms); Dachau-Ost; St. Georgen near Traunstein (precision instruments, spinning mill, 950 inhabitants, 62 handicraft enterprises); Piding near Reichenhall (wood products); Hohenbrunn near Muenchen; Ebenhausen near Ingolstadt (machine-building); Ellindlach near Bayreuth; Wildflecken near Bruechenau

and Hammelburg. On the site of the Memmingerberg airport near Memmingen, an agricultural and^a/large industrial settlement are ~~com~~^{ing} into being. There 16 plants have combined to form an industrial unit; currently, they employ 650 laborers and office workers and have an investment of 1.5 million Deutsche marks. Large housing developments have been established on the former armed forces area in Stephanskirchen near Rosenheim (cereal factory, spinning mill) Passau-Grubweg, Obertraubling near Regensburg, Poxdorf (Kreis Forchheim), Ebrach-Eberau, Grossostheim near Aschaffenburg, and Straas near Neu-Ulm. A housing development consisting of 60 dwelling units has been established in a barracks-camp at the Fuerstenfeldbruck airport near Muenchen.

Special developments in the industrialization of Bavaria are the settlement of the Schönbach violin and string instrument industry near Erlangen (150 families, 50 of them in Bubenreuth), the Graslitz embroidery industry and the Graslitz manufacturers of musical instruments in Neustadt on the Aisch, the Aberthamer and Kaadener glove industry, in Burghausen and Offingen (Kreis Genuzburg), the Königsberg cabinet-making in Auerbach/Oberpfalz, the Tachau wood products manufacture near Wolfershausen, and the Jena Glass Works Schott in Ljndshut. The textile industry has been poorly represented in southern Bavaria, with the exception of Auerburg, Kempten, and the lower Isar-fall valley (Kolbermoor, Heufeld and Bruckmuehl^h). This industry has now been expanded by large plants in Ingolstadt, Eyrasberg, Madau, (near Bruckmuehl, Kreis Aibling), St. Georgen near Traunstein, Stephanskirchen near Rosenheim, Bad wörrishofen, and Immenstadt, where the Kunert Hosiery and Underwear Factory, of world-fame, has resumed operations with 600 workers. The firm Gruschwitz has started work in a large textile factory in Neu-Ulm. The automobile industry, formerly represented only by BMW M^München, has found a new center in Ingolstadt (Auto-Union).

III. GLASS INDUSTRY

In the shifting of industries during recent years, the glass industry occupies a special place.

Bavaria

The number of glass works has increased from 24 (1939) to 37; the turnover in November 1949 was 6.5 million Deutsche marks. In Hart near Kaufbeuren and in the immediate vicinity of Kaufbeuren and Markt Oberndorf, a large part of the well-known Goblitz glass and costume jewelry industry has settled. The settlement near Kaufbeuren is called Neu-Goblitz. Before the currency reform it was a flourishing business. A total of 595 enterprises, from large glass works to the smallest home workshops, are combined in an association (Allgaauer Glas- und Schmuckwarenindustrie). After the currency reform the entire industry underwent a crisis because of export difficulties. As a result more than 3,000 of the 6,000 refugee workers/living there became unemployed by the end of 1949. The Sudeten Glass works in Kaufbeuren-Neu-Goblitz has a daily output of 4,000 kilograms of glass rods, and stem ware is being produced for further processing, and highly polished crystal and colored glass is manufactured for export. The combined capacity of the four works located in Kaufbeuren is 50,000 kilograms per month. A special school for the costume jewelry trade has been established in Kaufbeuren. Small groups of people from Goblitz live in Waldkraiburg, where a glass works has also been established, and near Bayreuth.

Additional glass works are located in the Fichtelgebirge (Berneck, warmensteinach). Hollow glassware producers, who originally came from Haida and Steinschönau, have settled in Vohenstrauß (Oberpfalz); glass works are under construction there. The first enterprise for the production of christmas-tree decorations opened in Rothenburg on the Tauber in March 1949. Some craftsmen from Goblitz and Thuringia have been teaching the trade to refugees and have created a flourishing

industry, which, however, has to struggle for its existence because of the currency conditions between East and West Germany. An extensive export trade with the USA, Canada, and other western countries has already been established (60 percent of the production is being exported).

Wuerttemberg-Baden

Eighty enterprises of the Gablonz glass and costume jewelry industry are located in Schwaebisch-Gmuend. A new glass works, with a capacity of 1,800 kilograms of glass per day, has been established here, which will furnish the crude products for the numerous glass polishers, originally from the Gablonz area, who have settled around Schwaebisch-Gmuend. Karlsruhe, also, has absorbed about 40 Gablonz shops. The Josephine Glass works of Silesia has moved to Wertheim.

Schleswig-Holstein

A small number of Gablonz firms have settled in Trappenkamp near Segeberg; they are still faced with a struggle for an adequate market. A glass works has been established there, too. In addition, new glass industries have been established in Wahlstedt (glass works, hollow glassware, electric bulbs, eyeglasses). These are small and medium-sized enterprises: the glass works employ about 160 to 170 workers.

Hessen

Additional centers of the glass industry have been formed in Allendorf (Kreis Marburg) - a glass works (600 workers) - and in Limburg on the Lahn, where well-known glass and crystal firms, originally from Haida and Steinschönau, are grouped around the new glass works, which alone employed 300 workers. The towns Hadamar and Immenhausen have also become centers of glass-processing enterprises.

Nordrhein-Westfalen

Among the more important shifts in the glass industry is the transfer

of the Weisswasser Glass works, which is part of the Philips Concern, to Aachen. The plant had been in production in Markleuthen (Oberfranken) since 1946. Recently the works has reached a monthly output of 1 million glass bulbs for electric light bulbs.

Baden

A second glass works has been established in Lörrach (Baden); in connection with it a glass processing plant has been founded in Grenzach (Kreis Lörrach). Refugees from Oberschreierhau have founded a glass works in Wolfach in the Kinzigtal valley (Black Forest).

Württemberg-Hohenzollern

A glass factory has been established in Wurzach, Allgau, which uses peat for its furnaces in place of the expensive Ruhr coal. The peat is obtained from the large Wurzacher Kied peat-bog near the factory. The works produces, among other things, glass jars for preserves, which carry the trade mark "Namenlos" (Nameless).

Niedersachsen

The new glass works in Papenburg (Emsland) also uses peat for fuel.

Rheinland-Pfalz

Some Gablonz firms have settled in Altleiningen (Kreis Frankenthal).

IV. PROCESSING OF AGRICULTURAL RAW MATERIALS

Two new plants must be mentioned in connection with the processing of agricultural raw materials in Germany.

Schleswig-Holstein

A large grain distillery, with a capacity of 300,000 liters per year, has been established in Itzehoe. A potato distillery is attached to it. This new installation is significant since there had been only seven firms of this kind in Schleswig-Holstein, while Westphalia, for

instance, had several hundred.

Huerttemberg-Hohenzollern

A five-story cold-storage building has been erected in Langenargen on Lake Constance, with a deep-freeze department (to minus 30 degrees Celsius), to utilize the abundant fruit crop of the Lake Constance area. The cold-storage building will provide a sufficient supply of fruits, lasting to the spring months. Several cold-storage buildings of this type have been built in the Swiss fruit cultivating area near Lake Constance *during recent years*.

9. CHANGES IN THE TRANSPORTATION SYSTEM

The German transportation network is in very bad condition, because of excessive strain during the war and insufficient maintenance during and after the war. Only reconstruction is being carried on; new construction is rare, and increasing deficiencies can be noticed.

I. HIGHWAYS AND SUPER-HIGHWAYS

The German highway net is in a catastrophic condition, because of the disruption of maintenance work during and after the war. According to data compiled by the Central Highway Commission in Bielefeld, only 34.8 percent of all highways in the British and American occupation zones are in good condition; 41.8 percent need normal maintenance, and 22.3 percent have to be completely reconstructed. Construction work in 1949 consisted mainly of road maintenance and extension work, which did not essentially improve the picture. All planned new construction of Autobahnen (super highways) had to be postponed for financial reasons.

Nordrhein-Westfalen

The section Weisweiler-Merken, near Dueren, of the Aachen-Cologne highway has been reopened to traffic. The Köln-Ruhr district-Hannover highway is again passable without detours, as a result of the reconstruction

of several bridges between Oberhausen and Duisburg.

Wuerttemberg-Baden

The section on the Autobahn between Muenchingen (junction with highway 5) and the exit to Heilbronn near Untergruppenbach. Leonberg-Heilbronn is passable again after reconstruction of the bridges.

II. RAILWAYS

Baden

It is to be noted that the second track on Freiburg/Breisgau - Offenburg sector, which was partially dismantled after the war, is again being laid at this time.

Wuerttemberg-Baden

The Stuttgart - Waiblingen sector of the Bundesbahn which is carrying increased suburban traffic was electrified in 1949.

Nordrhein-Westfalen

The section Oberhausen - Hellenenthal, last section of the Koll - Hellenenthal (Eifel) railway line, has been reconstructed.

Soviet-Occupied Zone

The East Zone railway net currently has only 13,500 kilometers of track, compared with a pre-war length of 24,000 kilometers. The following sections have been reconstructed and were opened ^{to} traffic in 1949: Rostock - Schwaan, Pritzwalk-Payenburg, and Caputh-Wildpark. They will establish improved communications between the Baltic seaports and Sachsen, by-passing Berlin.

III. CONSTRUCTION OF BRIDGES

Emphasis in the reconstruction of the German communications network is still on the rebuilding of the great number of bridges destroyed during the war.

Reconstruction of Railway Bridges in the British and American Occupation Zones from 1945 to 1949

At the end of the war, 2,472 bridges out of a total of 20,096 railway bridges of all sizes in the American and British zones had been destroyed or damaged; 1,739 of these could not be used at all. Among these were all 14 bridges across the Rhine, two bridges across the Elbe (Dömitz and Lauenburg), all 11 bridges across the Weser, 23 bridges across the Main, and 13 bridges across the Danube. Among the larger bridges across rivers and canals the only usable ones were the damaged bridges across the northern and southern Elbe in Hamburg and the four undamaged railway bridges across the North Sea - Baltic Sea canal.

The situation with regard to bridges has changed as a result of reconstruction since 1945. Many arched stone bridges had to be reconstructed in steel because of the shortage of pit props, cement, and skilled craftsmen. At the end of 1945 1,308 railway bridges were in use, although 1,095 of them were only temporary bridges; for example, the bridges across the Main near Lichtenfels, Breitenguessbach, Hallstadt, Kitzingen (Nürnberg - Würzburg line), Heidingsfeld, Stockstadt, and the Deutschherren bridge in Frankfurt on the Main (temporary bridge); the bridges across the Danube near Erbach, Ulm, Donauwörth, Bad Abbach, Sinzing, Maria Ort and Regensburg (Walhallestrasse); and the bridge across the Inn river in Passau (single-track at first, double-track since 1948), the bridges across the Weser near Vlotho, Vennebeck (freight-traffic only at first, passenger-traffic since 1948), and Dreye. The line from the Ruhr district via Hamm and Soest to the east was cleared as of 1 June 1945 by reconditioning several small and medium-sized bridges near Bochum-Langendreer. The construction of a temporary bridge near Muelheim-Eppinghofen across the Ruhr river established a connection on 1 July 1945 with a bridge across the Rhine near Duisburg-Hochfeld, built by the occupation forces. The coal mines were connected with Ruhrort transshipment ports on 27 October 1945, after construction

of a temporary bridge across the Rhine-Herne canal near Ruhrort. At the end of the year the following sections were in use: Wanne - Bickel - Kuenster - Bremen, Duisburg - Hamm - Hannover - Hamburg, and Hagen - Siegen.

By the end of 1946, 1,754 bridges had been reconstructed, and the replacement of temporary bridges by permanent structures had been started. The first permanent double-track railway bridge across the Rhine was constructed below Duisburg-Ruhrort near Boerl in 1946. Also reconstructed in 1946 were: the Rhine bridges Mannheim-Ludwigshafen, South Mainz (Marshall Bridge, total length 1,050 meters, length of span 4 times 106 meters), South Cologne, Duesseldorf-Neuss, (temporary, single-track); the Main bridges near Schweinfurt and Wuerth, the so-called Main-Neckar bridge in Frankfurt on the Main, and the bridge near Frankfurt-Kiederrad; the bridges across the Neckar near Neckargemuend and Ladenburg (temporary, permanent in 1947); the Remstal viaduct; the bridge near Neustadt; the bridges across the Danube near Neuoffingen, Ingolstadt, Bogen, and Deggendorf; the bridges across the Weser in Fuerstenberg, Emmerthal, Porta-Harverstedt, and Brunen-Neustadt; and the bridge across the Elbe in the upper harbor in Hamburg.

In 1947 the number of reconstructed bridges increased to 1,956; among them was the permanent Rhine bridge near Maxau (total length 270 meters), the Rhine bridge between Duesseldorf and Neuss, a double-track bridge with four spans, the double-track Main bridge near Hochheim for freight trains, to by-pass the railway station of Mainz on the section south Wiesbaden - Mainz-Bischofsheim, and bridges across the Main near Hochstadt-Marktzeuln (Lichtenfels-Kulmbach line), Kreuzwertheim, Hasloch, Miltenberg, Kleinauheim and Hanau-Steinheim. Only two Main bridges remained impassable. The bridge across the Neckar near Harbach was also reconstructed in 1947.

At the end of 1948 a total of 2,047 railway bridges had been reconstructed, the following as permanent bridges: The Rhine bridge

near Worms and the cathedral bridge in Cologne (at the end of 1948, eight Rhine bridges were again open to traffic); the double-track bridge across the Neckar between Stuttgart and Cannstatt (Rosenstein bridge); the bridge across the Enz river near Brötzingen; the Danube bridge near Kachletstube; the single-track bridge, 423 meters long, across the Weser near Wehrden (Soest - Ottbergen - Northeim line), and the double-track viaduct across the Dunatal valley on the Soest - Altenbeken line.

In 1949 the poor financial situation of the Bundesbahn was keenly felt, and only 65 bridges were reconstructed. However, 86 percent of all destroyed bridges are again in use. At the end of 1949, only 146 railroad bridges remained out of commission, most of them on unimportant branch lines. Railroad bridges completed in 1949, are listed below by Laender.

Nordrhein-westfalen

A new highway bridge across the Rhine near Bonn has been completed. It is of steel construction, with a length of 394 meters. The center span, which measures 196 meters, spans the shipping lane; the two end-spans cover 99 meters each. In Cologne reconstruction of the Cologne-Muehlheim suspension bridge has started. The south Neuss bridge is under construction near Duesseldorf. One of the most important Rhine bridges in the industrial area, the railroad bridge across the Rhine between Rheinhausen and Duisburg-Hochfeld, was opened after it had been under construction for four years. It has a length of 941 meters, (shipping lane span of 189 meters) and was opened to ~~the~~ traffic with a single track. Its completion was preceded in 1946 by the railroad bridge Duisburg-Heiderich-Baer, the railroad bridge Duesseldorf-Neuss, and the South bridge in Cologne and in 1948 by the Cathedral bridge in Cologne. The railroad bridge near Wesel ^a cannot yet ^{be} used. Reconstruction of the highway bridges between Rheinhausen and Duisburg-Hochfeld (225-meter span) and between Krefeld-Uerdingen and Duisburg-Muendelheim

is under way.

The bridge across the Ruhr between Duisburg and Ruhrort has been reconstructed. New highway bridges have been constructed across the Ruhr near Kettwig and Herdecke. Two highway bridges have been completed in Oberhausen, one across the Emacher, the other across the Rhein-Herne Canal. The largest viaduct in Europe has been built in Herne; it connects the coal pit Julia in Herne and the coal pit Recklinghausen II with the central preparation plant in Hochlarmark.

A new bridge across the Elbe river has been opened to traffic in Pustereifel. The railroad bridge across the Lippe near Leichlingen has been reconstructed as a single-track bridge, as has the railway bridge across the Ruhr near Fröndenberg. The destroyed bridge across the Elbe river in Telgte has been reconstructed. It is of special importance for the traffic between Hamburg and the Ruhr area.

The railroad bridge leading across the Mittelland Canal in Minden has been newly rebuilt; the crossing of the Mittelland Canal aqueduct over the Weser was reconstructed there in the spring of 1949.

Niedersachsen

On the Weser river the following have been reconstructed: The railroad and highway bridge near Bodenwerder (147 meters long), the single-track railway bridge near Hameln (Kluet bridge) which reestablishes direct communication between Hameln and Bielefeld, and the highway bridge near Stolzenau.

Of the Weser bridges destroyed in the war, the railroad bridges near Nienburg and near Hörter (Ottbergen-Holzwinden line) are not yet in use.

The highway bridge across the Mittelland Canal near Pollhagen (Kreis Schaumburg - Lippe) on ^{The} Bremen - Nienburg - Hannover highway has been reconstructed; so have the railroad bridges near Watenbuettel across the Mittelland Canal and near Sedelsberg across the Coastal Canal.

The double-track railroad bridge across the Werra river near Hann.-

Muenden on the Kassel-Göttingen line has been reopened to traffic after semi-permanent reconstruction.

Free Hanseatic City of Bremen

The bridge over the Lesum river on the Bremerhaven - Bremen branch road of the super highway, north of Bremen, has been reconstructed, with one-half of the road surface of the bridge completed.

Rheinland - Pfalz

In 1949 the highway bridge Weissenthurm-Neuwied across the Rhine was reconstructed temporarily, and the highway bridge near Mainz (total length 600 meters) has been reopened to traffic. The combined railroad and highway bridge near Worms (length 600 meters) had been reconstructed in October 1948. Between Frankenthal and Sandhofen the last part of the new and only Autobahn bridge across the Rhine has been started, but the bridge is not yet open to traffic. The highway and railroad bridge between Ludwigshafen and Mannheim (total length 270 meters) was opened to traffic in 1946. Still out of commission are the railroad bridges near Ruedesheim, Mainz (Kaiser bridge), Speyer, and Germersheim.

On highway 49 (Luxemburg-Koblenz) the bridge across the Moselle near Schwich below Trier has been reconstructed. The Balduin bridge across the Moselle near Koblenz has been reopened to traffic. By the joint efforts of Rheinland-Pfalz and Luxemburg, the bridge across the Sauer river has been reopened to traffic. It is located near Echternach and is the only highway communication between Luxemburg and Germany.

Hessen

In the time period covered by this report, the following double-track railroad bridges were opened to traffic: The permanent double track bridge across the Werra near Oberrieden on the Michenberg-Bebra line and the semi-permanent bridge across the Fulda on the Hann.-Muenden line near Kragenhof.

The Steinheimer bridge across the Main was opened to traffic in

December 1947; it is located on the line between Hanau and Frankfurt on the Main. The highway bridge near ^{it} has also been reconstructed. The railroad bridge Deutschherrenbrücke in Frankfurt/Main was opened to traffic in 1949. Across the Lahntal valley near Limburg the largest Autobahn bridge in Germany is again in use; it has a height of 65 meters and a length of 514 meters and carries the Frankfurt-Cologne highway across the Lahn.

The railroad bridge across the Neckar near Neckarsteinach has been reconstructed as a double-track bridge.

Stuttgart-Baden

The large highway bridge near Flochingen across the Neckar, which was destroyed at the end of the war has been reconstructed. Furthermore, the Wilhelm bridge in Stuttgart-Cannstatt, with a span of 70 meters, was reopened to traffic at the end of August 1949. On the Rosenstein railroad bridge between the main railroad stations in Stuttgart and Cannstatt, the third and fourth tracks are again usable. The Neckar bridge near Neckarsulm has also been reconstructed. The Friedrich bridge in Heidelberg has been reopened to traffic; it is the second road bridge across the Neckar within the city limits, the other being the reconstructed "old" bridge; there is also a temporary wooden bridge.

One of the largest road bridges in Germany, the viaduct across the Kurratal valley, near Backnang, on highway 14 (Stuttgart-Nuernberg) has been reopened to traffic. It has a length of 420 meters and a height of 30 meters. The Jagst bridge in Crailsheim, which was destroyed during the war, has been replaced by a solid arched bridge.

The stone viaduct across the Enz near Dietigheim has been permanently reconstructed. It is 286 meters long and 35 meters high, and is one of the most heavily traveled bridges in southern Germany (160-170 trains per day).

Württemberg-Hohenzollern

In this Land, 104 of the 621 highway bridges more than 5 meters in length were destroyed during the last weeks of the war, among them almost all large bridges across the Neckar and the Danube. In addition to that, 78 bridges and foot-bridges were destroyed or damaged by flood waters, at the end of 1947 and early in 1948, in the area of the Enz and Nagold rivers. Therefore, a total of 182 bridges had to be reconstructed. Reinforced concrete span bridges were erected to blend harmoniously with the landscape. The bridges frequently span the river obliquely in order to avoid road curves at the end of the bridges.

The following bridges across the Neckar have been reconstructed: in Rottweil, Dettingen, and Neckarhausen; east of Tuebingen (101 meters long, following the by-pass road Stuttgart-Rottweil); and near Altenburg. The following highway bridges across the Danube have been rebuilt: in Scheer, in Wiedlingen, near Munderkingen, and near Berg (Kreis Balingen); and across the Aargau river, the bridges near Herfatz and Giessenbruecke.

The following railroad bridges had been reconstructed up to 1949: The bridge across the Danube near Scheer, which had been destroyed at the end of the war and which now carries 44 trains daily; the Neckar bridge in Tuebingen (Tuebingen-Herrenberg line); the Neckar bridge in Horb (Stuttgart-Horb line); and after a considerable period of reconstruction, the large viaduct near Lauterbad, making the Tuebingen-Freudenstadt-Offenburg line ^{usable} for through traffic.

Baden

The following railroad bridges across the Rhine had been reconstructed up to 1949: From Wintersdorf to Roppenheim west of Rastatt; near Breisach (400 meters long), on Freiburg in Breisgau - Kolmar line; and near Neuenburg (450 meters long) on the Muellheim-Muehlenhausen line.

The reconstruction of 174 destroyed highway bridges shows good

progress; 70 bridges had been reconstructed by the end of 1949. In addition to these, 20 semi-permanent bridges are usable. Only seven highways are still impassable. In this reconstruction work, the only large bridges, with a length of about 100 meters, that had to be constructed were in the Kinzig area; the rest were medium-sized and smaller bridges. Worth mentioning are: the Kensch bridge in Oberkirch, the Kinzig bridge near Wolfach, the Elz bridge in Frechtal and Bleibach, and the Dreissam bridge near Lehen. The Elz bridge in Emmendingen was completed in November 1949 (span 28 meters).

Bavaria

Here 340 out of a total of 745 destroyed highway bridges were reconstructed in the years 1945-49. The most important ones are mentioned below, those completed in 1949 are marked (*).

Along the Main river: The Autobahn bridges (eastern and western sections) across the white Main near Lanzendorf (*) (each 154 meters long, steel girder bridges with steel-reinforced concrete slabs); the bridge across the Red Main near Neunkirchen (*) (Bayreuth-Weiden highway, 60 meters long, stone arch); the highway bridges in Bayreuth and Kulmbach; the bridges near Altenkunstadt, Lichtenfels and Ebensfeld (span 52 meters) near Viereth; and in Eitmann (*) (105 meters long, 42 meters clearance for ships, steel truss girders); near Zeil and Hassfurt; the Marien bridge in Schweinfurt (95 meters long, steel-reinforced concrete girder bridge replacing the former stone arch bridge); near Volkach (*) (steel truss girders, 207 meters long); ^{202 meters long} ~~between Marktbreit and Seubitz, The Löwen bridge~~ ^{207 meters long} stone arch bridge); the highway bridges in Lohr, Marktheidenfeld, Klingenberg (190 meters long), Obernburg (*) (steel truss girder, 187 meters long), and Aschaffenburg. With the completion of the Main bridge near Volkach (*), only the Main bridge near Kitzingen on the Kitzingen-Schweinfurt line remains out of commission of the 23 destroyed railway bridges

across the Main. The Main crossing in Heidingsfeld was reconstructed permanently as a single-track bridge in 1949; the second track is still under construction.

The following highway bridges across the Danube were completed up to 1949: The Herd bridge (span of 60 meters) and the Insel bridge (steel-reinforced concrete, with a span of 30 meters) between Ulm and Neu-Ulm (*); the bridge near Oberelchingen; the super-highway and highway bridge near Leipheim; the highway bridge in Guenzburg (*) (95 meters long, steel truss girder); the highway bridge in Neuburg on the Danube (*) (107.5 meters long, steel truss girder); and 92 meters, respectively, steel-reinforced concrete); the eastern Autobahn bridge near Ingolstadt (*) (steel plate girders, 460 meters long); the highway bridges near Grossmehring and Pförring (*) (steel truss girder, 142 meters long), the highway bridge (397 meters long) on the highway Neumarkt/Oberpfalz - Landshut-Traunstein, near Neustadt on the Danube (*) (steel truss girder); the so-called North bridge on the highways Passau-Muernberg and Munich - Hof east of Regensburg (*) (its original construction has been retained; massive steel girders, total length 203 meters, two 65-meter spans and one 75-meter span). Reconstruction of the South bridge is scheduled for completion in 1950. Also completed were: The highway bridge in Straubing, the bridge in Leggendorf, (417 meters long, center span 78 meters), and the Luitpold bridge in Passau.

The following highway bridges have been completed in southern Bavaria in the past few years:

The border-bridge (Grenzbrücke) across the Iller river, construction of which was started in January 1949 under the joint efforts of Bavaria and Württemberg-Hohenzollern was completed by the end of 1949. It is located in Ferthofen (*) (Kreis Memmingen) (steel-reinforced concrete, double-link arc, length 90 meters, span 60 meters, height 15 meters). The highway bridge near Krugzell and the road bridges near Lautrach and Illertissen had already been rebuilt by then. The 70-meter-long steel truss girder bridge near Wiblingen (*) was completed in

September 1949.

On the Wertach river, the following road bridges have been rebuilt: In Kaufbeuren (*) (54 meters long, steel plate girders); near Schwabmuenchen (*) (39 meters long, steel truss girders); and in Augsburg. Across the Lech, highway bridges have been reconstructed in Fueseen and Schongau, and road bridges in Lechbruck, Apfeldorf and Landsberg (Sandauer Lech bridge, steel girders, 85 meters long). A 26-meter steel-reinforced concrete bridge has been completed near Landsberg on the Lech over the Bundesbahn railroad tracks.

Across the Isar, the following bridges have been reopened to traffic: Road bridges in Bad Tölz, near Schaeftlarn, near Gruenwald (*), south of Munich (214 meters long, steel-reinforced concrete arch bridge, longest span 70 meters), near Freising (*) (156 meters long, reinforced concrete), near Moosburg (*) (168 meters long, steel truss girder, with 66 meter span), in Landshut, near Teisbach and Gottfrieding (Kreis Dispolting, both 105 meters long), and near Plattling. Since 1945, a total of 13 bridges across the Isar have been reconstructed. The southern roadway of the Autobahn bridge across the Amper near Vilching on the Munich-Augsburg highway has been completed (49 meters long, reinforced concrete). The railway bridge across the Loisach near Fletzen (*) has also been completed.

The following road bridges across the Inn have been reconstructed: The Autobahn bridge near Pfraundorf, the highway bridge in Wasserburg, and road bridges near Gars (147 meters long), near Marktl, and in Passau.

In addition to the above, the following bridges have been completed: The Vils bridge near Mettenhausen, the 36-meter reinforced-concrete bridge across the Rott in Dietfurt (*), the road bridge across the canal of the middle Isar north of Munich near Unterföhring (*) (40 meters long, reinforced-concrete arches).

In northern Bavaria the following have been completed: The eastern roadway of the highway bridge across the Schwarzwach near Feucht (*) on

the Munich-Berlin Autobahn (96 meters long, span 76 meters, concrete arch with stone facing); the western sections of the Autobahn viaduct near Kehrersreuth (*) (271 meters long, steel girders with reinforced concrete plates), of the Autobahn bridge across the railroad tracks near Colndorf (*) (38 meters long, reinforced concrete), of the Autobahn bridge across the secondary highway near Greding (*) (40 meters long, reinforced concrete), and of the autobahn bridge across the highway near Kinding (57 meters long, steel girder with reinforced concrete plates); the 45-meter Rednitz bridge in Stein (*) near Nuernberg (solid steel girder) on the Nuernberg-Ansbach-Stuttgart Highway; and bridges across the Regnitz in Erlangen, Forchheim, and Bamberg (Sophien bridge, 102 meters long, and Löwen bridge (*) 98 meters long, span of the center steel plate girder 44.5 meters, across the future Rhine-Main-Donube shipping lane); the Trunrach bridge near Forchheim (*) (steel truss girder, 51 meters long); the Leebach bridge near Herzogenaurach (*) (reinforced concrete, 33 meters long); the Ludwig bridge across the Rednitz in Forth (*) (274 meters long, concrete); the Rednitzflut bridge there has also been enlarged considerably (*); the Schwarzbach bridge near Burgthann (*) (58 meters long, concrete); the Rednitz bridge in Muehlfar (*) (56 meters long, reinforced concrete); the bridge across the Fraenkische Rezat in Georgensgmünd (*) (47 meters long, reinforced concrete); the west bridge of the Altmuehl Autobahn crossing near Kinding (*) (101 meters long, steel girder with concrete plates) - the East bridge was completed in January 1950; the highway bridge across the Altmuehl in Eichstaett; and smaller bridges across the Naab in Neustadt an der Waldnaab (natural stone-veneered reinforced concrete arch bridge), in Nabburg (*) (highway Regensburg-Hof, 76 meters long, steel bridge), in Kellmuenz and Etterzhausen, across the Regen near Regensstau and in Regensburg, across the Wuernitz near Wilburgstetten (*) (span 25.5 meters), and near Donsuwoerth, across the Egau near Zuehlingsweiler (*) (22 meters long, reinforced concrete), across the

Fraenkische Saale in Bad Kissingen, and across the Ayrach near Hauptendorf.

Eastern Germany

More than 900 of about 1,000 destroyed railway bridges are usable again, although mostly still as temporary bridges.

Brandenburg

Most important among the reconstructed railroad bridges are the bridges across the Oder near Frankfurt/Oder (temporary) and Kuestrin. Among the highway bridges, the Glienicker bridge must be mentioned as one of the most important bridges across the Havel between Potsdam and Berlin.

Sachsen

The following railroad bridges have been reconstructed across the Elbe: Near Bad Schandau, near Pirna, in Dresden, near Niederwartha, near Meissen, and near Riesa.

Sachsen-Anhalt

The following reconstructed railroad bridges should be mentioned: The bridges in Torgau, in Wittenberg, between Dessau and Kesslau, and near Barby; two bridges near Magdeburg; the bridges near Haemerten (Stendal-Berlin line) and near Wittenberge. The railroad bridge across the Mulde near Bitterfeld has been reopened to traffic. The railroad and highway bridge near Tangermünde across the Elbe is now being reconstructed.

In 1949, 31 highway bridges were reconstructed in Sachsen-Anhalt. Among them, the Havel bridge near Strohdene is the most important. The first bridge across the Saale to be reconstructed was the steel-truss girder bridge in Nienburg. In addition, the following Saale bridges have been completed: Near Alsleben, in Halle on the Saale (near Giebichenstein), in Weissenfels, and near Könnern. The Saale bridge

near Bernburg is to be completed very soon. Also completed were:
The highway bridges across the Elbe near Hosslau, across the Mulde
near Kleutsch, across the Elster near Ammendorf and Zeitz, and across
the Black Elster near Hueckenberg.

Thuringen

Here the following have been reconstructed: The highway bridges
across the Saale near Biehicht and in Saalfeld (100 meters long), the
highway bridge across the Schwarza near Blankenburg, and two highway
bridges across the Saale dam near Saalburg.

Berlin (Eastern Sector)

The Liebknecht bridge across the Spree near the Lustgarten Park
is being newly constructed in steel to replace the former arch bridge.

IV. AIRPORTS

As a result of American and German cooperation, a second runway
has been constructed at the Rhein-Main airport near Frankfurt/Main.
It has a length of 2,161 meters and a width of 61 meters, and ^{is} the
largest runway ~~in~~ in any European airport.